

Attendance of the February 20, 2002 GMAC Meeting  
(based on sign-in sheet)

Name	Agency
Amos, Jeff	Don Breazeale & Associates
Bates, Hon. Ron	City of Los Alamitos
Brown, Hon. Art	City of Buena Park
Calix, Robert	LA County Metropolitan Transportation Authority
Carpenter, Jeff	City of Los Angeles Community Redevelopment Agency
Cartwright, Kerry	Port of Long Beach
Cheng, Luke	LA County Metropolitan Transportation Authority
Daniels, Hon. Gene	City of Paramount
Dorland, Kanya	Port of Los Angeles
Easter, Luisa	Caltrans District 12
Emerson, Norm	Los Angeles County Economic Development Corporation
Fassler-Katz, Norman	California Assembly Committee on Ports
Fischer, Michael	Cambridge Systematics
Green, Gary	Caltrans District 8
Kirshner, Josh	UCLA Department of Urban Planning
Lau, Charles	Caltrans District 8
Lee, Frances	OEEFS/Corridor Studies Caltrans
McCarthy, James	Caltrans District 7
Morris, Hugo	Teamsters Joint Council 42
Morrison, Dustin	CHP – So. Division Special Services
Nowshiravan, Vahid	Caltrans HQ
Perdon, Al	APA
Proo, Beatrice	City of Pico Rivera
Randolph, Stan	Caltrans
Ruehr, Eric	VRPA Technologies
Shultz, Kim	San Bernardino Associated Governments
Stewart, Stacey	VRPA Technologies
Teichert, Cara	Orange County Transportation Authority
Vivian, Georgina	VRPA Technologies
Walker, Rich	STV Inc.
Wilson, A.J.	Pomona Valley Ed. Foundation
Wilson, Kristin	OEEFS/Corridor Studies Caltrans
Zeigler, John	Automobile Club of So. California

SCAG Staff

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Amatya, Naresh

Griffin, Mark

Havens, Alan

Ruano, Marco

Wong, Philbert

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**GOODS MOVEMENT ADVISORY COMMITTEE MEETING MINUTES  
WEDNESDAY, FEBRUARY 20, 2002**

**1.0     CALL TO ORDER**

Councilmember Art Brown, City of Buena Park, called the meeting to order at approximately 9:15 a.m. A list of those in attendance is included in the minutes.

**2.0     PUBLIC COMMENT PERIOD**

There were no public comments.

**3.0     CONSENT CALENDAR**

**3.1     Approval Items**

**3.1.1   Approval of the November 14, 2001 Minutes**

**ACTION:** Motion to approve the minutes was accepted and seconded with no objections.

**4.0     ACTION ITEMS**

**4.1     GMAC Meeting Schedule**

The consensus of the GMAC is to continue to meet once every two months. Because the committee would prefer not to meet in December, the decision was made to go back to our regular schedule, with meetings in March, May, July, September, and November.

Mr. Kerry Cartwright, Port of Long Beach, asked when the appropriate time would be to start meeting monthly in order to provide input into the 2004 RTP. Mr. Naresh Amatya, SCAG, will return at the next meeting to present the 2004 RTP schedule.

Hon. Ron Bates, Mayor, City of Los Alamitos, commented that he recently attended a meeting of AASHTO, and at the meeting there was discussion of the critical role freight will play in the TEA-21 reauthorization process. Therefore, it might be important that the GMAC begin to meet on a monthly basis as the reauthorization process approaches.

#### 4.2 Selection of GMAC Vice-Chair

By consensus, the committee nominated Robert Calix, LACMTA, as Vice-Chair of the GMAC.

### 5.0 **INFORMATION ITEMS**

#### 5.1 Introduction of Mark Griffin, Senior Planner and Goods Movement Program Manager, to the GMAC

Mr. Amatya introduced Mr. Mark Griffin, SCAG, as a senior planner and the Goods Movement Program manager.

Mr. Griffin next introduced Mr. Marco Ruano. Mr. Ruano, who works for Caltrans, will be with SCAG for the next 4-6 months as part of the Caltrans Executive Development Program.

#### 5.2 Status Reports:

- SCAG Goods Movement Program 2002-2003 Work Plan

In developing the work plan, there are five priorities of the goods movement program, which are: economic efficiency, congestion mitigation, air quality improvement, safety improvement, and system security.

These objectives form the basis of the Overall Work Program, which consists of consultant-aided and staff projects. Consultant-aided projects include studies of transportation infrastructure improvements as well as increasing the efficiency of the region's transportation system. This includes truck lanes and truck climbing lanes, mainline rail capacity, and studies of trip generators such as warehouses and intermodal facilities which impact the region's transportation infrastructure. Studies to increase the efficiency of the transportation system will be conducted on institutional practices, gate hours of operation, and empty container management. Accompanying this effort will be an update to the truck route map, which was last produced by SCAG in 1989.

Staff projects in the Overall Work Plan include: updating the Heavy Duty Truck model and integrating data obtained from the truck count study; TEA-21 reauthorization; the Southwest Passage; and industry and community outreach.

- Goods Movement White Paper

Staff has been working on a Goods Movement White Paper, which serves to frame the goals and objectives of the goods movement work program. The white paper is available upon request.

#### Goods Movement RFPs:

- Railroad Project Management Technical Support RFP  
Six proposals were received, and a recommendation will be submitted to the Regional Council on March 7.
- Port and Modal Diversion Study RFP  
Six proposals were received, and these proposals are currently under review.
- SANBAG Subregional Freight Movement Truck Access Study  
Proposals for this study are due March 4, 2002.

#### SCAG Staff Studies:

- Warehouse Logistics Study  
This study will look at land use, as well as locations of warehouses and other facilities, to create a GIS layering. The work will form the basis of an upcoming consultant study.

#### Subregional Studies:

- North LA County Truck Impact and Facility Needs Study  
The study has been approved by Caltrans, and a letter has been sent to the consultant for signature. Mr. Stan Randolph, Caltrans, asked if the LADOT north Los Angeles truck study relates to this study. (Apparently, the LADOT study covers the area to the south of North County Los Angeles.)
- IVAG Subregional Study  
This study has been cancelled.
- WRCOG Subregional Freight Movement-Truck Access  
This study will complement SANBAG work. It examines highways in the area as well as air cargo potential to March Air Force base.
- South Bay Rail Corridor Study  
This study is 95% complete, and a presentation will likely be made at an upcoming GMAC meeting.
- Empty Container Study  
This study is 95% complete.

- I-710 Corridor Study

Several alternatives are under consideration, such as: a low truck alternative, which includes truck ramps and inspection facilities; a medium truck alternative, which includes truck bypass lanes at freeway connectors and truck lanes at on-ramps; and a high truck alternative, which are dedicated truck lanes. A set of twelve alternatives will be selected by the end of February, and of these twelve, from three to five alternatives will be selected for detailed analysis. Selection of a locally preferred alternative is scheduled for March, 2003.

- I-15 Comprehensive Study

This study should begin in March 2002. It will study truck lanes and capacity issues on the I-15 between the I-15/SR-60 interchange and Victorville.

### 5.3 Southern California Freight Management Case Study Update

Mr. Robert Calix, LACMTA, presented this item. The goal of the case study is to summarize the key points of freight in the region and emphasize that freight benefits not only our region, but also the entire country.

As a result of growing freight volume, the region will experience increasing congestion, worsening air quality, additional safety problems, and security issues. For example, rail tonnage is forecast to increase 240% by 2020. In trying to accommodate this freight, the region faces numerous challenges, such as regional coordination, funding, differences between public and private planning horizons, the negative public perception of freight, and limited data availability.

The case study makes several recommendations to address freight planning challenges. First, planning guidelines should be consistent with the forthcoming Caltrans Global Gateways Development Report. Second, address the lack of funding for freight projects by formulating creative financing arrangements as well as seeking state and federal dollars. Third, build a coalition within the region and state in order to speak with one voice to the federal government in terms of upcoming TEA-21 reauthorization.

Mr. A.J. Wilson, Pomona Valley Educational Foundation, believes local governments need to be involved in goods movement planning, because they have the authority to enact truck restrictions and prohibitions. Hon. Beatrice Proo, City of Pico Rivera, noted that cities are always concerned with truck traffic on local arterials, so addressing that issue would be one way to solicit their interest.

The final case study will be released in either March or April.

### 5.4 Presentation on the SCAG Truck Count Study

Ms. Stacey Stewart, VRPA Technologies, and Mr. Michael Fischer, Cambridge Systematics, presented this item. The purpose of the SCAG Truck Count Study is to gather data to refine and validate the SCAG Heavy Duty Truck Model. Data was gathered through classification counts and intercept surveys, which were situated so as to collect data for all screenline locations in the SCAG model.

It was determined to classify trucks by the number of axles in order to be consistent with existing Caltrans data. Surveys were conducted at eleven locations, each for 24-hour periods. Counts were conducted on site, and if truckers were either unwilling or unable to stop long enough to be interviewed, mail back surveys were handed out.

The survey asked truckers to provide information on the number of trailers, vehicle type, registration state, whether or not it was a container truck, GVWR, commodity carried and cargo weight, vehicle's home base, and stops the truck would be making. The survey also asked of specific roadway problems that they would like to see improved.

Over 3,000 trucks were surveyed, and of this 2,800 were on-site. 3,700 mail back surveys were handed out, and 516 were returned. 24,000 trucks passed through all survey sites, and about 14% of all trucks were surveyed. Overall, most drivers were extremely willing to provide information to the survey crews.

The report is scheduled to be completed by the end of June. A draft report should be ready sometime in the next couple of months.

## 5.5 Report on the reauthorization of TEA-21

Mr. Alfredo Gonzales, SCAG Governmental Affairs staff, presented this item. He distributed draft copies of both the State's and SCAG's TEA-21 Principles for Reauthorization. The bulk of the State's principles have been incorporated into SCAG's principles, but not all of SCAG's are included in the State's list. The State's principles do however, place emphasis on goods movement. For example, one principle states, "Provide for the increased program capacity to support the safe and efficient movement of goods in corridors that are crucial to national economic security and vitality..."

The State's principles for reauthorization will be circulated throughout the state in order to build consensus among all constituencies, including the MTC.

Mr. Jim Gosnell, SCAG Director of Planning and Policy, commented that SCAG's efforts to establish a new program for freight has not been receiving much interest at the state and national levels. The prevailing idea has been to not create new programs, but rather get more funding for existing programs, then

increase flexibility in the allocation of those funds. On the other hand, freight continues to receive attention from a policy standpoint.

6.0 **COMMENT PERIOD**

There were no comments on items not included in the agenda.

7.0 **NEXT MEETING**

The next regular GMAC meeting will be:  
Wednesday, March 20, 2002  
9:30a.m. – 12:00 noon  
SCAG Offices, San Bernardino Conference Rooms A&B

8.0 **ADJOURNMENT**

The meeting was adjourned at 12 noon.